

# News Release

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## **Mississippi River Commerce restored: Lock 25 reopened**

**Winfield, Mo.** – Commercial traffic resumed through Lock 25 at Winfield, Mo., at 12:45 a.m. when the U.S. Army Corp of Engineers completed emergency repairs on the lock. Work was completed a day earlier than previously announced. All navigation – commercial and recreational – had to be suspended during the work.

The first vessel to lock through was the Wayne P. LaGrange, a 6,200 horse power tow boat operated by the American Commercial Barge Lines. The first tow to pass was the 6,000 horse power Bernard G, an Alter Barge Line boat pushing 15 commodity barges with four loaded barges of coal and fertilizer and eleven empty barges.

Work to repair the down stream lock gate was carried out by a combined team of experts from the U.S. Army Corps of Engineers Districts in Rock Island, Ill and St. Louis, Mo. The same team recently performed similar repairs at Lock 24 at Clarksville, Mo., and last summer worked with crews from St. Paul, Memphis, Vicksburg and Louisville on a major project at the Mel Price Locks and Dam near Alton.

In a plan coordinated with the navigation industry and U.S. Coast Guard, the lock was originally scheduled for emergency closure Friday morning. But it was closed Wednesday, March 26, at 10:42 p.m. when engineers who were monitoring the lock's condition detected further deterioration to lock gate's hinge and movement mechanism.

These critical parts suspend and allow opening and closing of the two massive steel gate leafs, or doors. Each leaf is some 35-feet high and 61-feet long, and weighs 130 tons. The lock has two gate comprised of two gate leafs each. One pair is at the upstream end, with the other at the downstream end. The damage occurred at the downstream end.

Work proceeded around the clock, even during torrential rain that hammered the lock's area at least twice during the work.

Lock 25 was placed in service in 1939 and last year passed more than 30 million tons of commodity cargos north and south bound.

Lock 25 is one of seven similar locks on the Mississippi and Illinois Rivers that were authorized for expansion with an added 1200-foot-long chamber in the Water Resources development Act of 2007.

Lock expansion is slated to cost \$ 1.95 billion, and is paired with an ecosystem restoration program tagged at \$ 1.72 billion. The work is in a combined plan called the Navigation Ecosystem Sustainability Program (NESP.) This program is designed both to both speed river navigation by relieving bottlenecks and to provide substantial environmental benefits to the Mississippi and Illinois River basins.